2.0 Comments on the Scope of the Kirkland Nickel Project

2.1 Written Comments Received

christina martinez **COMMENTER 1**

From: hae-Sun Asher [loci2020@earthlink.net]
Sent: Friday, February 27, 2004 12:59 PM
To: martinezc@wsdot.wa.gov
Subject: Open the I-405 barriers to salmon migration

1-1 Please ensure the I-405 project in the vicinity of Forbes Creek allows for east-west fish migration.

Thank you,

Hae-Sun Asher

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COMMENTER 2

I-405 Kirkland Design Refinements Environmental Scoping Meeting
Congestion Relief & Bus Rapid Transit Projects

Comment Form

Please Print:

Name (optional) Dwight Baker
Organization citizen
Address 11647 - 108th Ave. NE
City, State, Zip Kirkland, WA 98034
Telephone Number 425-822-8771
email: dwight.baker@yahoo.com

Today's open house meeting is an opportunity to provide input into what gets studied in the environmental documents for the Kirkland Nickel Project. The I-405 EIS completed last summer produced the most comprehensive analysis of a transportation system in the state's history. However, before construction work can begin, project level analysis is required to confirm all potential environmental impacts were fully assessed within the project limits—I-405 from SR522 to SR520.

Please provide any comments you may have in the areas provided below and leave this form with a staff person or at the welcome station where you signed in. You may also mail the form as long as we receive it by March 1, 2004.

1. What aspects of the environment do you think should be studied and why?
See attached text typed comments 4 sheets

2. Please describe any concerns you may have about potential environmental impacts.

3. What environmental mitigations do you think should be considered for these potential impacts?

4. Do you have any other comments about the proposed project?

Washington State Department of Transportation

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Kirkland Design Refinements
Environmental Impact Comments

Kirkland I-405 Nickel Project

1. Aspects of the environment I think should be studied and why:

I am making specific comments on the tables beginning on page 7 of the Draft Environmental Overview document containing word descriptions of Improvements proposed by WSDOT Engineering. My comments are included under Items 2., 3., and 4. of the Comment Form, and will also refer to the related portions of proposed land widening shown on the aerial photo overlay appendix figures, sheets 1 through 7.

2. Potential environmental impacts:

The major impacts I have observed are based on my daily auto travels to and from home at my Kirkland residence for twenty-five years. It is only a half mile west just north of the NE 116th St. arterial access on 108th Ave. NE. I have witnessed the gradual and now accelerating congestion increase, and experienced the frustrating delays caused by accelerating development and influx of new residents. The Metro system, and now also Sound Transit are now unable to serve the public transit needs. Adequately. WSDOT is designing freeway widening with serious gaps in the cross freeway linkages and current obvious "choke points at major interchanges and peripheral city streets to these interchanges. My comments in 3. below cover the page 7 and on with the Figures 1 through 7. descriptive tasks. 2-1

3. Environmental Mitigations for potential Impacts:

The major environmental impacts on the I-405 Freeway and its access points and interchanges are:

2-2 (1) Surface water pollution is due to oil, diesel fuel, gasoline and other toxic materials scattered from vehicles using the freeway. These are particularly the large polluters which are heavy trucks and contractor work vehicles from pickup size on up, the Metro, Sound Transit, and other transportation vehicles and private recreational motor homes, and the private automobiles through SUV size

2-3 which are clogging every commercial and retail area parking lot in increasing numbers. Related air pollution due to exhaust emissions from these same vehicles can only be mitigated by stricter Truck and auto exhaust emission standards which should be addressed by EPA through Federal and State standards which are stricter. Totem Lake and its effluent streams and culverts under roads and the Freeway must have meaningful and serious engineering designs for cleanup and treatment mitigation along with all State and City of Kirkland project actions. The original freeway overpass and interchange and surrounding roads have the most unused space within the on-off loops to provide real corrective solutions for surface water collection, conveyance and treatment to avoid further pollution downstream through Juanita Creek. Serious studies and design solutions for surface water conveyance, detention ponds, and treatment cleaning facilities should be included in the Nickel Project design schedule and

2-4 budget. This could clean up the Totem Lake/Juanita Creek watershed from pollution which threatens citizen residents and visiting users at businesses on both sides of the freeway and at the Evergreen Hospital and environs. It may encourage some salmon and wildlife return. The surrounding Totem Lake Commercial Zones now under re-zoning review of comp plan for update should also participate by joint reviews of design with the WSDOT. Now is the time to impose enforceable design standards and much stricter run-off control and clean-up requirements in the WSDOT/I-5 right –of- way, BNSF right-of-way, and all City of Kirkland streets right-of ways, and all Totem Lake Neighborhood (both sides of Freeway) commercial and industrial businesses with large vehicle filled parking areas (auto dealers and related auto shop pollution sources for to reduce and control pollution should be a joint project of WSDOT and The City of Kirkland Public Works Department. All of the above are contributors (culprits) to the sad decline of health of the original watershed area re-named as Totem Lake.

3. Environmental Mitigations (continued).

(2) The freeway noise, and the traffic hazards on the freeway and interchanges are a major environmental impact going through Kirkland. The heavy diesel trucks (especially double dump trucks and freight semi- trucks), as well as diesel transit buses, and any other diesels including motor homes which impede the traffic are a severe hazard. This is especially at night and in bad weather, with rain and road film spray coming south from Bothell Interchange. This is a substantial uphill grade which should have lane widening all the way up I 405 from the flat area north of the Bothell Interchange. Through lanes are mixed up with crossover HOV lanes and need for lane shifting to get off the freeway at 124th street. The proper solutions should include in addition a new southbound drop-off lane to access 132nd Street from the north, as well as a new northbound on-ramp lane from 132nd Ave. going north to merge with a new lane widening extension from NE 116th St. northward. I realize this is not part of the Kirkland Nickel funding package but the anticipation of design changes to connect a NE 124th St. interchange should be part of the next phase design projects. This also must consider the impact of traffic congestion and very poor Metro and Sound Transit coordination of the but congestion-an impacts within Kirkland City right of ways within the NE 128th Street overpass proposed by Sound Transit. I believe the overpass is being designed without adequate technical Engineering long range coordination with the WSDOT on the overall I-405 eastside design integration to include all the traversed cities including Bellevue and Renton. City of Kirkland Planning has disconnects in the overpass at NE 128th relative to WSDOT design priorities. The mid-freeway on-off concepts for NE 128th St. have not been fully demonstrated and tested, and won't be until the Bellevue segment is fully operational.

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4. Other Comments:

Page 7,
Sheet 1. No comments. Seems adequate.

2-6 Sheet 2 & 3. The added GP lane should follow parallel to the existing off-ramp used by Sound Transit buses for freeway stops It should be continued north all the way across the freeway bridge over NE 85th street which should also be widened by at least one lane going northward, and probably another lane over the bridge going southbound This is where all the north-bound traffic begins to choke up about 2:30 to 3:00pm every day. because of intense lane changing competition from northbound on-ramp traffic which leaves through the lane control signal westbound off of85th St. and merging with northbound freeway traffic

2-7 Shee3 & 4. This new lane from 85th St north to 116th Street should carry northbound traffic intending to stay on the freeway driving through northbound to Bothell and beyond. This would avoid being peeled off involuntarily at NE 124th St. but instead, have a continuous land on the freeway through directly all the way to and under NE 124th Street at the NE 124th St. Overpass. interchange, Otherwise NE 116th St. re-design shown on sheet4it will not realize its full potential of the new east-west interchange improvements under the freeway on NE 116th St. There appears to be room between the freeway and the furniture store just north of NE 116th St. to ad another lane all the way to NE 124th St.. These changes could substantially increase the NE 124th St. interchange capacity and long range potential. It may also preclude the need for another interchange at 128thStreet to accommodate the Sound Transit mid Freeway HOV Lanes.